APPENDIX A

- 24-Hour Segment Counts
- AM/PM Peak Hour Turn Counts
- (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, SANDAG
- Excerpts from the County's Private Road Standards
- Excerpts from the County's Public Road Standards
- Excerpts from the Public Facilities Element
- Excerpts from the County's Guidelines for Determining Significance
- Excerpts from Ordinance No. 9712 (N.S.),Title 7, Division 7 (new), Transportation Impact Fee
- Excerpts from the Arbor's Traffic Study

- 24-Hour Segment Counts

Volumes for: Tuesday, July 26, 2005 City: Fallbrook Project #: 05-4177-001

Location: Reche Rd. Btwn Witt Rd. & Valley Oaks Blvd.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			4		14			12:00			72		54		
00:15			4		15			12:15			74		60		
00:30			3		15			12:30			57		64		
00:45			1	12	6	50	62	12:45			57	260	63	241	501
01:00			1		15			13:00			65		72		
01:15			3		10			13:15			69		51		
01:30			4		4			13:30			65		64		
01:45			2	10	8	37	47	13:45			64	263	44	231	494
02:00			1		3			14:00			57		72		
02:15			0		4			14:15			66		84		
02:30			5		6			14:30			64		59		
02:45			2	8	1	14	22	14:45			53	240	53	268	508
03:00			1		3			15:00			66		86		
03:15			3		6			15:15			74		74		
03:30			5		6			15:30			73		80		
03:45			6	15	4	19	34	15:45			58	271	75	315	586
04:00			5		2			16:00			78		99		
04:15			12		3			16:15			81		103		
04:30			11		2			16:30			60		100		
04:45			14	42	5	12	54	16:45			68	287	93	395	682
05:00			26		3			17:00			68		107		
05:15			29		8			17:15			66		103		
05:30			46		6			17:30			68		111		
05:45			45	146	12	29	175	17:45			73	275	115	436	711
06:00			48		28			18:00			63		99		
06:15			60		35			18:15			58		102		
06:30			67		29			18:30			64		84		
06:45			99	274	48	140	414	18:45			53	238	85	370	608
07:00			82		55			19:00			33		76		
07:15			83		67			19:15			42		69		
07:30			101		55			19:30			44		56		
07:45			84	350	70	247	597	19:45			39	158	53	254	412
08:00			93		71			20:00			33		43		
08:15			86		59			20:15			41		46		
08:30			75		56			20:30			33		32		
08:45			79	333	47	233	566	20:45			18	125	37	158	283
09:00			67		51			21:00			29		46		
09:15			37		60			21:15			23		43		
09:30			58		62			21:30			19		49		
09:45			40	202	45	218	420	21:45			22	93	49	187	280
10:00			46		45			22:00			28		54		
10:15			43		56			22:15			13		36		
10:30			38		53			22:30			13		27		
10:45			60	187	47	201	388	22:45			12	66	21	138	204
11:00			61		58			23:00			7		16		
11:15			51		60			23:15			10		23		
11:30			57		56			23:30			5		14		
11:45			59	228	51	225	453	23:45			5	27	15	68	95
Total Vol.				1807		1425	**3232**					2303		3061	**5364**

Daily Totals

NB	SB	EB	WB	Combined
		4110	4486	**8596**

	AM			PM		
Split %	55.9%	44.1%	**37.6%**	42.9%	57.1%	**62.4%**
Peak Hour	06:45	07:15	**07:15**	15:30	17:00	**17:00**
Volume	365	263	**624**	290	436	**711**
P.H.F.	0.90	0.93	**0.95**	0.90	0.95	**0.95**

Volumes for: Tuesday, July 26, 2005 City: Fallbrook Project #: 05-4177-002

Location: Reche Rd. Btwn Valley Oaks Blvd. & Ranger Rd.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			15		0			12:00			59		29		
00:15			13		0			12:15			51		31		
00:30			12		0			12:30			60		38		
00:45			6	46	0	0	46	12:45			49	219	36	134	353
01:00			9		0			13:00			53		39		
01:15			10		0			13:15			54		26		
01:30			7		0			13:30			50		36		
01:45			5	31	0	0	31	13:45			51	208	20	121	329
02:00			3		0			14:00			43		37		
02:15			3		0			14:15			60		49		
02:30			5		0			14:30			46		32		
02:45			3	14	0	0	14	14:45			47	196	36	154	350
03:00			2		0			15:00			56		51		
03:15			7		0			15:15			51		46		
03:30			5		0			15:30			58		55		
03:45			9	23	0	0	23	15:45			49	214	54	206	420
04:00			2		0			16:00			55		86		
04:15			10		0			16:15			58		66		
04:30			9		0			16:30			55		87		
04:45			12	33	0	0	33	16:45			53	221	81	320	541
05:00			20		0			17:00			53		105		
05:15			26		0			17:15			76		107		
05:30			27		0			17:30			109		112		
05:45			44	117	0	0	117	17:45			105	343	106	430	773
06:00			46		0			18:00			97		96		
06:15			59		0			18:15			96		103		
06:30			61		32			18:30			86		79		
06:45			88	254	45	77	331	18:45			84	363	84	362	725
07:00			81		71			19:00			69		92		
07:15			93		70			19:15			64		8		
07:30			99		61			19:30			67		56		
07:45			96	369	60	262	631	19:45			47	247	54	210	457
08:00			97		56			20:00			49		42		
08:15			79		42			20:15			51		33		
08:30			75		51			20:30			40		41		
08:45			73	324	42	191	515	20:45			35	175	38	154	329
09:00			78		63			21:00			44		49		
09:15			69		52			21:15			44		41		
09:30			75		51			21:30			42		55		
09:45			76	298	54	220	518	21:45			37	167	54	199	366
10:00			71		51			22:00			52		46		
10:15			80		47			22:15			31		33		
10:30			80		56			22:30			25		21		
10:45			63	294	45	199	493	22:45			23	131	22	122	253
11:00			54		34			23:00			12		16		
11:15			50		34			23:15			17		15		
11:30			48		29			23:30			13		11		
11:45			56	208	25	122	330	23:45			8	50	17	59	109
Total Vol.				2011		1071	**3082**					2534		2471	**5005**

Daily Totals

NB	SB	EB	WB	Combined
		4545	3542	**8087**

	AM			PM		
Split %	65.2%	34.8%	**38.1%**	50.6%	49.4%	**61.9%**
Peak Hour	07:15	07:00	**07:15**	17:30	17:00	**17:30**
Volume	385	262	**632**	407	430	**824**
P.H.F.	0.97	0.92	**0.97**	0.93	0.96	**0.93**

Volumes for: Tuesday, July 26, 2005 City: Fallbrook Project #: 05-4177-003

Location: Reche Rd. Btwn Ranger Rd. & Old Hwy 395

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			15		2			12:00			28		49		
00:15			13		12			12:15			26		58		
00:30			12		11			12:30			25		63		
00:45			6	46	8	33	79	12:45			26	105	62	232	337
01:00			9		11			13:00			25		64		
01:15			9		10			13:15			27		47		
01:30			7		9			13:30			24		55		
01:45			5	30	8	38	68	13:45			23	99	39	205	304
02:00			3		7			14:00			18		60		
02:15			3		4			14:15			29		77		
02:30			5		3			14:30			22		62		
02:45			3	14	2	16	30	14:45			41	110	59	258	368
03:00			2		6			15:00			58		79		
03:15			7		2			15:15			54		81		
03:30			4		5			15:30			63		87		
03:45			10	23	4	17	40	15:45			53	228	79	326	554
04:00			2		3			16:00			67		99		
04:15			10		6			16:15			69		101		
04:30			8		4			16:30			70		93		
04:45			12	32	5	18	50	16:45			72	278	115	408	686
05:00			22		6			17:00			68		126		
05:15			24		8			17:15			67		128		
05:30			29		12			17:30			75		112		
05:45			41	116	11	37	153	17:45			70	280	117	483	763
06:00			50		26			18:00			66		98		
06:15			57		31			18:15			64		101		
06:30			58		34			18:30			57		88		
06:45			93	258	45	136	394	18:45			55	242	87	374	616
07:00			80		60			19:00			47		77		
07:15			95		61			19:15			40		69		
07:30			90		72			19:30			43		56		
07:45			100	365	65	258	623	19:45			33	163	55	257	420
08:00			98		55			20:00			32		42		
08:15			81		51			20:15			34		41		
08:30			76		42			20:30			24		30		
08:45			74	329	41	189	518	20:45			24	114	31	144	258
09:00			81		50			21:00			29		46		
09:15			70		61			21:15			29		50		
09:30			74		53			21:30			27		48		
09:45			79	304	51	215	519	21:45			25	110	49	193	303
10:00			70		45			22:00			33		51		
10:15			83		52			22:15			22		42		
10:30			78		51			22:30			16		35		
10:45			65	296	46	194	490	22:45			14	85	21	149	234
11:00			65		51			23:00			8		18		
11:15			36		55			23:15			12		17		
11:30			34		50			23:30			9		12		
11:45			40	175	47	203	378	23:45			6	35	18	65	100
Total Vol.				1988		1354	**3342**					1849		3094	**4943**

Daily Totals

NB	SB	EB	WB	Combined
		3837	4448	**8285**

	AM			PM		
Split %	59.5%	40.5%	**40.3%**	37.4%	62.6%	**59.7%**
Peak Hour	07:15	07:00	**07:15**	16:45	17:00	**16:45**
Volume	383	258	**636**	282	483	**763**
P.H.F.	0.96	0.90	**0.96**	0.94	0.94	**0.98**

Volumes for: Tuesday, July 26, 2005 City: Fallbrook Project #: 05-4177-004

Location: Valley Oaks Blvd. Btwn Yucca Rd. & Reche Rd.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		0				
00:15	0		0					12:15	0		0				
00:30	0		0					12:30	1		1				
00:45	0	0	0	0				12:45	0	1	0	1			2
01:00	0		0					13:00	0		0				
01:15	0		0					13:15	0		0				
01:30	0		0					13:30	1		0				
01:45	0	0	0	0				13:45	0	1	0	0			1
02:00	0		0					14:00	0		1				
02:15	0		0					14:15	1		0				
02:30	0		0					14:30	0		0				
02:45	0	0	0	0				14:45	0	1	0	1			2
03:00	0		0					15:00	0		1				
03:15	0		0					15:15	0		0				
03:30	0		0					15:30	0		0				
03:45	0	0	0	0				15:45	0	0	0	1			1
04:00	0		0					16:00	1		0				
04:15	0		0					16:15	0		1				
04:30	0		0					16:30	1		1				
04:45	0	0	0	0				16:45	0	2	0	2			4
05:00	0		0					17:00	0		1				
05:15	0		0					17:15	0		0				
05:30	0		0					17:30	1		0				
05:45	0	0	0	0				17:45	1	2	0	1			3
06:00	0		0					18:00	0		0				
06:15	0		0					18:15	0		0				
06:30	0		0					18:30	0		0				
06:45	0	0	0	0				18:45	0	0	0	0			
07:00	0		0					19:00	0		0				
07:15	0		0					19:15	0		0				
07:30	0		0					19:30	0		0				
07:45	0	0	0	0				19:45	0	0	0	0			
08:00	1		1					20:00	0		0				
08:15	1		0					20:15	1		1				
08:30	0		1					20:30	0		0				
08:45	0	2	0	2			4	20:45	0	1	0	1			2
09:00	0		0					21:00	0		0				
09:15	0		0					21:15	0		0				
09:30	0		0					21:30	0		0				
09:45	0	0	0	0				21:45	0	0	0	0			
10:00	0		0					22:00	0		1				
10:15	0		1					22:15	0		0				
10:30	0		0					22:30	1		0				
10:45	1	1	0	1			2	22:45	0	1	0	1			2
11:00	0		0					23:00	0		0				
11:15	0		0					23:15	0		0				
11:30	0		0					23:30	0		0				
11:45	0	0	1	1			1	23:45	0	0	0	0			
Total Vol.		3		4			**7**			9		8			**17**

Daily Totals

NB	SB	EB	WB	Combined
12	12			**24**

	AM			PM		
Split %	42.9%	57.1%	**29.2%**	52.9%	47.1%	**70.8%**
Peak Hour	07:30	07:45	**07:45**	13:30	16:15	**15:45**
Volume	2	2	**4**	2	3	**4**
P.H.F.	0.50	0.50	**0.50**	0.25	0.75	**0.50**

Volumes for: Tuesday, December 6, 2005 City: Fallbrook Project #: 05-4321-001

Location: Valley Oaks Blvd. s/o Reche Rd.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	0		1				
00:15	0		0					12:15	1		1				
00:30	0		0					12:30	1		2				
00:45	0	0	0	0				12:45	3	5	0	4			9
01:00	0		0					13:00	3		2				
01:15	0		0					13:15	0		3				
01:30	2		0					13:30	1		1				
01:45	1	3	0	0			3	13:45	0	4	4	10			14
02:00	0		0					14:00	2		0				
02:15	2		0					14:15	3		3				
02:30	1		0					14:30	0		3				
02:45	0	3	0	0			3	14:45	1	6	2	8			14
03:00	0		0					15:00	0		0				
03:15	0		0					15:15	0		5				
03:30	0		0					15:30	2		3				
03:45	0	0	0	0				15:45	0	2	2	10			12
04:00	0		0					16:00	2		10				
04:15	1		0					16:15	5		9				
04:30	0		0					16:30	6		5				
04:45	0	1	0	0			1	16:45	2	15	9	33			48
05:00	0		0					17:00	1		6				
05:15	0		0					17:15	6		8				
05:30	2		0					17:30	3		6				
05:45	1	3	0	0			3	17:45	4	14	14	34			48
06:00	0		0					18:00	4		8				
06:15	0		0					18:15	2		11				
06:30	3		0					18:30	0		5				
06:45	2	5	0	0			5	18:45	3	9	4	28			37
07:00	1		1					19:00	2		5				
07:15	15		1					19:15	3		0				
07:30	6		2					19:30	4		3				
07:45	7	29	3	7			36	19:45	0	9	3	11			20
08:00	6		2					20:00	2		2				
08:15	8		2					20:15	1		1				
08:30	6		2					20:30	1		0				
08:45	3	23	0	6			29	20:45	0	4	3	6			10
09:00	2		2					21:00	3		2				
09:15	3		3					21:15	2		0				
09:30	0		1					21:30	0		1				
09:45	2	7	0	6			13	21:45	1	6	0	3			9
10:00	4		0					22:00	2		1				
10:15	5		2					22:15	3		0				
10:30	6		0					22:30	1		0				
10:45	3	18	4	6			24	22:45	2	8	0	1			9
11:00	2		0					23:00	1		0				
11:15	2		2					23:15	0		0				
11:30	1		3					23:30	0		0				
11:45	2	7	2	7			14	23:45	0	1	0	0			1
Total Vol.		99		32			**131**			83		148			**231**

Daily Totals

NB	SB	EB	WB	Combined
182	180			**362**

	AM			PM		
Split %	75.6%	24.4%	**36.2%**	35.9%	64.1%	**63.8%**
Peak Hour	07:15	07:30	**07:15**	17:15	17:30	**17:15**
Volume	34	9	**42**	17	39	**53**
P.H.F.	0.57	0.75	**0.66**	0.71	0.70	**0.74**

Volumes for: Tuesday, July 26, 2005 City: Fallbrook Project #: 05-4177-005

Location: Ranger Rd. Btwn Ashley Dr. & Reche Rd.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	3		2				
00:15	0		0					12:15	3		3				
00:30	0		0					12:30	3		3				
00:45	0	0	0	0				12:45	2	11	3	11			22
01:00	0		0					13:00	1		2				
01:15	0		0					13:15	1		2				
01:30	0		0					13:30	2		1				
01:45	0	0	0	0				13:45	1	5	2	7			12
02:00	0		0					14:00	2		4				
02:15	0		0					14:15	0		2				
02:30	0		0					14:30	2		0				
02:45	0	0	0	0				14:45	0	4	1	7			11
03:00	0		0					15:00	2		3				
03:15	0		1					15:15	1		0				
03:30	0		1					15:30	3		4				
03:45	0	0	0	2			2	15:45	0	6	1	8			14
04:00	0		0					16:00	1		4				
04:15	0		0					16:15	5		6				
04:30	0		0					16:30	1		3				
04:45	0	0	1	1			1	16:45	5	12	2	15			27
05:00	0		0					17:00	1		4				
05:15	0		0					17:15	4		2				
05:30	0		0					17:30	0		0				
05:45	0	0	0	0				17:45	1	6	2	8			14
06:00	0		1					18:00	0		2				
06:15	0		0					18:15	1		2				
06:30	1		0					18:30	2		2				
06:45	2	3	3	4			7	18:45	0	3	1	7			10
07:00	3		1					19:00	3		2				
07:15	2		3					19:15	0		3				
07:30	1		4					19:30	1		1				
07:45	1	7	3	11			18	19:45	2	6	0	6			12
08:00	1		1					20:00	1		2				
08:15	1		0					20:15	1		0				
08:30	1		0					20:30	1		1				
08:45	6	9	4	5			14	20:45	1	4	0	3			7
09:00	1		3					21:00	3		0				
09:15	0		2					21:15	0		0				
09:30	1		1					21:30	1		0				
09:45	1	3	5	11			14	21:45	1	5	1	1			6
10:00	3		0					22:00	0		0				
10:15	0		2					22:15	0		1				
10:30	1		2					22:30	1		0				
10:45	3	7	1	5			12	22:45	0	1	0	1			2
11:00	0		2					23:00	0		0				
11:15	1		1					23:15	1		0				
11:30	3		2					23:30	0		0				
11:45	4	8	4	9			17	23:45	0	1	0	0			1
Total Vol.		37		48			**85**			64		74			**138**

Daily Totals

NB	SB	EB	WB	Combined
101	122			**223**

	AM			PM		
Split %	43.5%	56.5%	**38.1%**	46.4%	53.6%	**61.9%**
Peak Hour	11:30	11:45	**11:45**	16:00	15:30	**16:00**
Volume	13	12	**25**	12	15	**27**
P.H.F.	0.81	0.75	**0.78**	0.40	0.63	**0.61**

A-7

Volumes for: Wednesday, October 06, 2004 City: La Jolla Project #: 04-4338-008

Location: E. Mission Rd Btwn I-15 & Old Hwy 395

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			13		24			12:00			199		230		
00:15			21		43			12:15			192		231		
00:30			12		26			12:30			187		240		
00:45			26	72	20	113	185	12:45			180	758	241	942	1700
01:00			11		27			13:00			178		228		
01:15			8		24			13:15			170		247		
01:30			14		16			13:30			199		238		
01:45			18	51	17	84	135	13:45			207	754	229	942	1696
02:00			24		24			14:00			215		242		
02:15			4		8			14:15			208		251		
02:30			17		14			14:30			221		260		
02:45			16	61	21	67	128	14:45			230	874	226	979	1853
03:00			17		11			15:00			281		360		
03:15			8		14			15:15			297		355		
03:30			11		18			15:30			380		386		
03:45			13	49	24	67	116	15:45			386	1344	399	1500	2844
04:00			27		25			16:00			231		216		
04:15			38		45			16:15			228		200		
04:30			46		39			16:30			240		206		
04:45			39	150	66	175	325	16:45			307	1006	223	845	1851
05:00			57		73			17:00			282		207		
05:15			79		121			17:15			284		182		
05:30			116		196			17:30			414		242		
05:45			143	395	223	613	1008	17:45			338	1318	226	857	2175
06:00			204		291			18:00			421		393		
06:15			209		334			18:15			316		352		
06:30			276		378			18:30			303		306		
06:45			296	985	408	1411	2396	18:45			253	1293	273	1324	2617
07:00			389		222			19:00			221		234		
07:15			335		228			19:15			140		193		
07:30			373		223			19:30			154		201		
07:45			381	1478	218	891	2369	19:45			98	613	167	795	1408
08:00			418		204			20:00			116		180		
08:15			379		162			20:15			98		157		
08:30			377		170			20:30			103		157		
08:45			329	1503	154	690	2193	20:45			71	388	108	602	990
09:00			250		287			21:00			66		119		
09:15			196		256			21:15			45		122		
09:30			220		270			21:30			77		113		
09:45			201	867	260	1073	1940	21:45			72	260	117	471	731
10:00			190		255			22:00			72		107		
10:15			194		220			22:15			68		101		
10:30			188		201			22:30			46		73		
10:45			187	759	211	887	1646	22:45			37	223	77	358	581
11:00			226		208			23:00			28		60		
11:15			207		199			23:15			24		40		
11:30			190		215			23:30			14		35		
11:45			103	726	226	848	1574	23:45			25	91	51	186	277
Total Vol.				7096		6919	**14015**					8922		9801	**18723**

Daily Totals

NB	SB	EB	WB	Combined
		16018	16720	**32738**

	AM			PM		
Split %	50.6%	49.4%	**42.8%**	47.7%	52.3%	**57.2%**
Peak Hour	07:45	06:00	**06:30**	17:30	15:00	**15:00**
Volume	1555	1411	**2532**	1489	1500	**2844**
P.H.F.	0.93	0.86	**0.90**	0.88	0.94	**0.91**

A-8

- AM/PM Peak Hour Turn Counts

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Old Hwy 395 DATE: 07/26/2005 LOCATION: City of Fallbrook

E-W STREET: Reche Rd. DAY: TUESDAY PROJECT# 05-4176-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	1	0	0	0	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	18	14			19	22	20		57				150
7:15 AM	33	19			20	37	31		69				209
7:30 AM	30	23			22	25	28		52				180
7:45 AM	32	20			20	32	33		52				189
8:00 AM	33	18			17	25	26		50				169
8:15 AM	40	22			16	18	34		55				185
8:30 AM	32	23			22	18	36		47				178
8:45 AM	24	24			24	26	44		56				198
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	242	163	0	0	160	203	252	0	438	0	0	0	1458

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	128	80	0	0	79	119	118	0	223	0	0	0	747
PEAK HR. FACTOR:		0.981			0.868			0.853			0.000		0.894

CONTROL: 1-Way Stop EB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Old Hwy 395 DATE: 07/26/2005 LOCATION: City of Fallbrook

E-W STREET: Reche Rd. DAY: TUESDAY PROJECT# 05-4176-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	1	0	0	0	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	50	22			21	18	36		44				191
4:15 PM	69	27			14	32	23		51				216
4:30 PM	75	22			16	37	35		38				223
4:45 PM	81	23			16	27	25		39				211
5:00 PM	82	29			12	30	25		35				213
5:15 PM	92	33			16	27	35		42				245
5:30 PM	81	25			22	37	28		47				240
5:45 PM	78	19			16	28	26		46				213
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 608	NT 200	NR 0	SL 0	ST 133	SR 236	EL 233	ET 0	ER 342	WL 0	WT 0	WR 0	TOTAL 1752

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	333	106	0	0	66	122	114	0	170	0	0	0	911
PEAK HR. FACTOR:		0.878			0.797			0.922			0.000		0.930

CONTROL: 1-Way Stop EB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Ranger Rd. DATE: 07/26/2005 LOCATION: City of Fallbrook

E-W STREET: Reche Rd. DAY: TUESDAY PROJECT# 05-4176-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				0		0	0	107			60	0	167
7:15 AM				0		0	2	105			65	1	173
7:30 AM				2		0	2	87			62	0	153
7:45 AM				4		1	0	84			64	0	153
8:00 AM				0		1	2	76			51	1	131
8:15 AM				1		2	1	76			43	3	126
8:30 AM				1		1	2	71			46	2	123
8:45 AM				1		3	0	72			45	0	121
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	0	0	9	0	8	9	678	0	0	436	7	1147

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	6	0	1	4	383	0	0	251	1	646
PEAK HR. FACTOR:		0.000			0.350			0.904			0.955		0.934

CONTROL: 1-Way Stop SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Ranger Rd. DATE: 07/26/2005 LOCATION: City of Fallbrook

E-W STREET: Reche Rd. DAY: TUESDAY PROJECT# 05-4176-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				1		2	0	54			98	1	156
4:15 PM				2		2	0	63			96	1	164
4:30 PM				1		1	2	65			86	3	158
4:45 PM				3		1	0	86			119	1	210
5:00 PM				0		3	0	73			124	4	204
5:15 PM				1		2	1	85			94	1	184
5:30 PM				0		0	2	68			103	2	175
5:45 PM				0		3	1	63			120	0	187
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	0	0	0	8	0	14	6	557	0	0	840	13	1438

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	4	0	6	3	312	0	0	440	8	773
PEAK HR. FACTOR:		0.000			0.625			0.916			0.875		0.920

CONTROL: 1-Way Stop SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Valley Oaks Blvd. DATE: 07/26/2005 LOCATION: City of Fallbrook

E-W STREET: Reche Rd. DAY: TUESDAY PROJECT# 05-4176-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	1		0	0		104	0	0	55	0	160
7:15 AM	8	0	6		0	0		106	1	1	49	0	171
7:30 AM	6	0	1		0	0		78	2	0	60	0	147
7:45 AM	5	0	2		0	1		83	0	1	56	1	149
8:00 AM	4	0	3		0	0		80	2	2	51	0	142
8:15 AM	4	0	4		0	0		79	2	1	52	0	142
8:30 AM	5	1	1		1	0		69	0	2	61	0	140
8:45 AM	2	0	1		0	0		64	0	0	55	0	122
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 34	NT 1	NR 19	SL 0	ST 1	SR 1	EL 0	ET 663	ER 7	WL 7	WT 439	WR 1	TOTAL 1173

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	19	0	10	0	0	1	0	371	3	2	220	1	627
PEAK HR. FACTOR:		0.518			0.250			0.874			0.929		0.917

CONTROL: 1-Way Stop SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Valley Oaks Blvd. DATE: 07/26/2005 LOCATION: City of Fallbrook

E-W STREET: Reche Rd. DAY: TUESDAY PROJECT# 05-4176-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	2	0	0	0	0	52	6	4	98		162
4:15 PM	3	1	3	0	0	0	0	59	4	5	97		172
4:30 PM	2	0	6	0	0	0	0	61	3	2	86		160
4:45 PM	1	0	1	1	0	0	2	85	4	5	114		213
5:00 PM	1	0	0	0	0	0	0	72	0	6	122		201
5:15 PM	0	0	7	0	0	0	0	83	2	6	88		186
5:30 PM	0	1	2	0	1	0	0	65	3	3	100		175
5:45 PM	3	0	1	0	0	1	0	62	6	8	113		194
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 10	NT 2	NR 22	SL 1	ST 1	SR 1	EL 2	ET 539	ER 28	WL 39	WT 818	WR 0	TOTAL 1463

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	2	1	10	1	1	0	2	305	9	20	424	0	775
PEAK HR. FACTOR:		0.464			0.500			0.868			0.867		0.910

CONTROL: 1-Way Stop SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 SB Ramps DATE: 8/17/2004 LOCATION: City of Fallbrook

E-W STREET: E. Mission Rd DAY: TUESDAY PROJECT#: 04-4263-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL .3	ST .3	SR .3	EL 0	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				1	2	143		202	27	17	86		478
4:15 PM				0	0	120		274	34	14	74		516
4:30 PM				1	0	150		253	43	15	78		540
4:45 PM				1	1	154		297	38	16	67		574
5:00 PM				0	1	139		282	40	16	68		546
5:15 PM				2	0	142		258	31	13	69		515
5:30 PM				2	0	176		279	36	10	58		561
5:45 PM				1	0	140		251	28	15	44		479
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 8	ST 4	SR 1164	EL 0	ET 2096	ER 277	WL 116	WT 544	WR 0	TOTAL 4209

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	5	2	611	0	1116	145	55	262	0	2196
PEAK HR. FACTOR:		0.000			0.868			0.941			0.943		0.956

CONTROL: 1WayStop(SB)

A16

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 SB Ramps DATE: 8/17/2004 LOCATION: City of Fallbrook

E-W STREET: E. Mission Rd DAY: TUESDAY PROJECT#: 04-4263-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL .3	ST .3	SR .3	EL 0	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				3	0	186		104	39	12	71		415
7:15 AM				5	0	152		140	55	12	65		429
7:30 AM				3	1	163		154	65	17	50		453
7:45 AM				4	1	159		130	43	13	67		417
8:00 AM				1	0	109		121	42	15	74		362
8:15 AM				2	0	121		105	47	19	58		352
8:30 AM				2	0	116		117	31	11	51		328
8:45 AM				0	0	101		104	26	15	42		288
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 20	ST 2	SR 1107	EL 0	ET 975	ER 348	WL 114	WT 478	WR 0	TOTAL 3044

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	15	2	660	0	528	202	54	253	0	1714
PEAK HR. FACTOR:		0.000			0.896			0.833			0.925		0.946

CONTROL: 1WayStop(SB)

A-15

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 NB Ramps DATE: 8/17/2004 LOCATION: City of Fallbrook

E-W STREET: E. Mission Rd DAY: TUESDAY PROJECT# 04-4263-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL .5	NT .5	NR 1	SL 0	ST 0	SR 0	EL 1	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	21	1	9				99	15			63	0	208
7:15 AM	23	1	11				111	26			48	1	221
7:30 AM	30	1	6				126	29			39	0	231
7:45 AM	27	0	12				110	23			53	1	226
8:00 AM	35	1	10				93	23			53	1	216
8:15 AM	37	1	14				97	17			34	2	202
8:30 AM	31	2	7				102	22			29	0	193
8:45 AM	39	1	11				100	11			35	1	198
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 243	NT 8	NR 80	SL 0	ST 0	SR 0	EL 838	ET 166	ER 0	WL 0	WT 354	WR 6	TOTAL 1695

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	115	3	39	0	0	0	440	101	0	0	193	3	894
PEAK HR. FACTOR:		0.853			0.000			0.873			0.907		0.968

CONTROL: 1WayStopNB

AM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-15 NB Ramps DATE: 8/17/2004 LOCATION: City of Fallbrook

E-W STREET: E. Mission Rd DAY: TUESDAY PROJECT#: 04-4263-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL .5	NT .5	NR 1	SL 0	ST 0	SR 0	EL 1	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	36	0	34				163	51	0		69	1	354
4:15 PM	27	0	34				215	61	1		61	2	401
4:30 PM	19	1	35				214	54	0		80	2	405
4:45 PM	26	0	36				240	60	0		60	1	423
5:00 PM	25	2	33				232	65	0		56	2	415
5:15 PM	14	2	45				220	52	0		64	1	398
5:30 PM	39	0	37				199	79	0		30	1	385
5:45 PM	37	0	25				151	55	1		24	2	295
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 223	NT 5	NR 279	SL 0	ST 0	SR 0	EL 1634	ET 477	ER 2	WL 0	WT 444	WR 12	TOTAL 3076

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	97	3	138	0	0	0	901	240	1	0	257	7	1644
PEAK HR. FACTOR:		0.960			0.000			0.952			0.805		0.972

CONTROL: 1WayStopNB

A 18

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: E. Mission Rd. DATE: 10/5/2004 LOCATION: City of Fallbrook

E-W STREET: Highway 395 DAY: TUESDAY PROJECT# 04-4314-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	1	0	0	0	0	0	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		3	28	91	8					26	168		324
7:15 AM		7	55	170	13					50	220		515
7:30 AM		13	49	147	13					35	208		465
7:45 AM		15	44	134	14					26	149		382
8:00 AM		10	51	134	9					25	131		360
8:15 AM		4	43	126	9					31	147		360
8:30 AM		8	31	107	6					27	124		303
8:45 AM		6	36	117	7					25	124		315
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 66	NR 337	SL 1026	ST 79	SR 0	EL 0	ET 0	ER 0	WL 245	WT 0	WR 1271	TOTAL 3024

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	45	199	585	49	0	0	0	0	136	0	708	1722
PEAK HR. FACTOR:		0.984			0.866			0.000			0.781		0.836

CONTROL: Two Way Stop WB/NB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: E. Mission Rd. DATE: 10/5/2004 LOCATION: City of Fallbrook

E-W STREET: Highway 386 DAY: TUESDAY PROJECT# 04-4314-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 0	ER 0	WL 0	WT 1	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		11	50	256	8					26	161	512	
4:15 PM		6	35	239	10					31	167	488	
4:30 PM		5	68	295	8					34	206	616	
4:45 PM		9	45	307	13					38	187	599	
5:00 PM		10	45	199	15					31	183	483	
5:15 PM		17	38	278	10					39	150	532	
5:30 PM		4	34	224	6					51	172	491	
5:45 PM		6	25	187	3					37	174	432	
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 0	NT 68	NR 340	SL 1985	ST 73	SR 0	EL 0	ET 0	ER 0	WL 287	WT 0	WR 1400	TOTAL 4153

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	41	196	1079	46	0	0	0	0	142	0	726	2230
PEAK HR. FACTOR:		0.812			0.879			0.000			0.904		0.905

CONTROL: Two Way Stop WB/NB

- (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, SANDAG

(NOT SO)

BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION

APRIL 2002

SANDAG
401 B Street, Suite 800
San Diego, California 92101
(619) 699-1900 • Fax (619) 699-1950

NOTE: This listing only represents a *guide* of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. ***Always check with local jurisdictions for their preferred or applicable rates.***

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.	Between 3:00-6:30 P.M.	TRIP LENGTH (Miles)[L]
AGRICULTURE (Open Space)	[80:18:2]	2/acre**			10.8
AIRPORT	[78:20:2]				12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft.* **	5% (6:4)	8% (5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft* **	9% (7:3)	15% (5:5)	
Heliports		100/acre**			
AUTOMOBILE[S]					
Car Wash					
Automatic		900/site, 600/acre**	4% (5:5)	9% (5:5)	
Self-serve		100/washstall**	4% (5:5)	8% (5:5)	
Gasoline	[21:51:28]				2.8
with/Food Mart		160/vehicle fueling space**	7% (5:5)	8% (5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space**	8% (5:5)	9% (5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7% (5:5)	9% (5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall* **	8% (7:3)	8% (4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	8% (7:3)	11% (4:6)	
Auto Parts Sales		60/1000 sq. ft.**	4%	10%	
Quick Lube		40/service stall**	7% (6:4)	10% (5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7% (6:4)	11% (5:5)	
CEMETERY		5/acre*			
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5% (6:4)	8% (5:5)	5.1
COMMERCIAL/RETAIL[S]					
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft.,[C] 400/acre*	4% (7:3)	10% (5:5)	
Regional Shopping Center (40-80acres, 400,000-800,000 sq. ft., w/usually 2+ major stores)	[54:35:11]	50/1000 sq. ft.,[C] 500/acre*	4% (7:3)	9% (5:5)	5.2
Community Shopping Center (15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)	[47:31:22]	80/1000 sq. ft., 700/acre* **	4% (6:4)	10% (5:5)	3.6
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre* **	4% (6:4)	10% (5:5)	
Commercial Shops	[45:40:15]				
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3% (6:4)	9% (5:5)	4.3
Electronics Superstore		50/1000 sq. ft**		10% (5:5)	
Factory Outlet		40/1000 sq. ft.**	3% (7:3)	9% (5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4% (7:3)	10% (5:5)	
Drugstore		90/1000 sq. ft.**	4% (6:4)	10% (5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8% (5:5)	8% (5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9% (5:5)	7% (5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	8% (5:5)	7% (5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	7% (7:3)	9% (5:5)	
Discount Store		60/1000 sq. ft., 600/acre**	3% (6:4)	8% (5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4% (7:3)	9% (5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7% (6:4)	9% (5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5% (6:4)	8% (5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2% (6:4)	9% (5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3% (6:4)	10% (5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only) 5/dwelling unit, 200/acre* (residential only)	3% (6:4) 9% (3:7)	9% (5:5) 13% (6:4)	
EDUCATION					
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10% (8:2)	9% (3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12% (8:2)	9% (6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20% (7:3)	10% (4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30% (6:4)	9% (4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32% (6:4)	9% (4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17% (5:5)	18% (5:5)	3.7
FINANCIAL[S]	[35:42:23]				3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4% (7:3)	8% (4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5% (6:4)	10% (5:5)	
Drive-Through only		250 (125 one-way)/lane*	3% (5:5)	13% (5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%	9%	
Drive-Through only		100 (50 one-way)/lane**	4%	15%	
HOSPITAL	[73:25:2]				8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8% (7:3)	10% (4:6)	
Convalescent/Nursing		3/bed**	7% (6:4)	7% (4:6)	
INDUSTRIAL					
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12% (8:2)	12% (2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11% (9:1)	12% (2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14% (8:2)	15% (3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19% (9:1)	20% (2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13% (7:3)	15% (4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6% (5:5)	9% (5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16% (9:1)	14% (1:9)	
Landfill & Recycling Center		6/acre	11% (5:5)	10% (4:6)	

(OVER)

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office (less than 100,000 sq. ft.)	[77:19:4]	20/1000 sq. ft.;[O] 300/acre*	14%	(9:1)	13%	(2:8)	8.8
Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 6 + stories)	[82:15:3]	17/1000 sq. ft.,[O] 600/acre*	13%	(9:1)	14%	(2:8)	10.0
Office Park (400,000 + sq. ft.)		12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	9.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000 sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]		4%		8%		5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13%	(5:5)	9%	(5:5)	
Regional (developed)		20/acre*					
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.6 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural (average 1-2 DU/acre)		12/dwelling unit *[R]	8%	(3:7)	10%	(7:3)	
Single Family Detached (average 3-6 DU/acre)		10/dwelling unit *[R]	8%	(3:7)	10%	(7:3)	
Condominium (or any multi-family 6-20 DU/acre)		8/dwelling unit *[R]	8%	(2:8)	10%	(7:3)	
Apartment (or any multi-family units more than 20 DU/acre)		6/dwelling unit *[R]	8%	(2:8)	9%	(7:3)	
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	5%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT[S]	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, 2 1/2/parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)* **	14%	(7:3)	15%	(3:7)	

[A] Primary source: *San Diego Traffic Generators*.

[*] Other sources: *ITE Trip Generation Report (6th Edition)*, Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

[P] Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG *Analysis of Trip Diversion*, revised November, 1990):
PRIMARY - one trip directly between origin and primary destination.
DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.
PASS-BY - undiverted or diverted < 1 mile.

[L] Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

[C] Fitted curve equation: $Ln(T) = 0.502\ Ln(x) + 6.945$

[O] Fitted curve equation: $Ln(T) = 0.756\ Ln(x) + 3.950$

T = total trips, x = 1,000 sq. ft.

[R] Fitted curve equation: $t = -2.169\ Ln(d) + 12.85$ t = trips/DU, d = density (DU/acre), DU = dwelling unit

[S] Suggested PASS-BY (undiverted or diverted < 1 mile) percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources* **):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

[T] Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

- Excerpts from the County's Private Road Standards

SAN DIEGO COUNTY
STANDARDS FOR PRIVATE ROADS

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS

C) Where no dedications, offers of dedication, or irrevocable offers of dedication are required, the roads shall be designed and constructed to the following minimum standards:

NUMBER OF VEHICLE TRIPS PER DAY (ADT)

	100 or Less	101-750	751-2500
Graded Width	28ft.[2,3]	28 ft.[2,3]	28ft.[2,3]
Improvement Width	24ft.[1,2]	24ft.[1,2]	24ft.[1,2]
Horizontal Radius	100ft.[1]	150ft.[1]	200ft.[1]
Vertical Design Speed	20 MPH[1]	25 MPH[1]	30 MPH[1]
Maximum Grade	20%	20%	20%
Minimum Length-Vertical Curve	40'	40'	40'
Maximum Angle of Departure	7%[1]	7%[4]	7%[4]
Minimum Vertical Clearance	14.5"	14.5"	14.5"

D) Where it is determined that the number of trips per day on a particular road will exceed 2500 the Director of Public Works may require that the road be dedicated and improved in conformance with the "COUNTY OF SAN DIEGO PUBLIC ROAD STANDARDS".

1 May be reduced upon approval of the Director of Public Works. In such cases, the vertical design speed and the horizontal radius of curvature shall be a minimum of 15 MPH and a 60-foot horizontal radius, respectively.

2 Based upon input from the local fire protection district, community planning and/or sponsor groups and the general public, the Director of Public Works may require that on-street parking be provided on roads serving areas with a minimum lot size of less than one (1) acre. Whenever on-street vehicle parking is required, on-street parking shall be provided by increasing the graded and improved width by six feet (6') for each side of the road in which on-street parking is to be provided in accordance with Sections 81.402 of Chapter 4, and 81.703 of Chapter 7, of the County Subdivision Ordinance. In order to accommodate on-street parking, the Director of Public Works may also, on a case by case basis, authorize the use of parking bays or mountable curbs (berms) in lieu of additional road widening. Where parking bays are provided, they shall be located to best accommodate the parking demand. Landscaping and/or curbing may be provided between parking bays provided that they will not obstruct required sight distance and/or restrict ingress and/or egress to and from the parking bays. In order to designate no-parking areas, striping and/or appropriate signage may be required.

3 The graded width for on-site and off-site roads may be reduced, at the discretion of the Director of Public Works. However, the graded width shall not be less than the required improvement width as required by these standards.

4 The angle of departure is the smallest angle made between the road surface and a line drawn from the front point of the ground contact of the front tire for a pumper fire apparatus (as per Standard NFPA 1901) to any projection of the apparatus in front of the front axle. The angle of approach affects the road clearance of the vehicle when going over short steep grades such as found in a driveway entrance or crossing a high crowned road at right angles. Too low an angle of approach will result in scraping the apparatus body.

A) Where dedications, offers of dedications, or irrevocable offers of dedications are required, the cul de sacs shall be designed and improved to "COUNTY STANDARDS" for the road classification involved.

B) Where dedications, offers of dedication or irrevocable offers of dedication are not required, the cul de sacs shall be designed and improved as follows:

1. Minimum Graded Radius - 38 feet.
2. Minimum Surfaced Radius - 36 feet.
3. Minimum Return Radii - 30 feet.
4. Minimum Centerline Grade - 1 percent.
5. Maximum Centerline Grade - 10 percent.
6. Maximum Cross Slope - 5 percent

C) Hammerhead and/or other types of turnarounds shall be designed and improved to the satisfaction of the Director of Public Works. Prior to approving a turnaround design, the Director shall obtain input from the local fire protection district.

Section 3.4 BRIDGES

A) Whenever a bridge is provided as part of a private road, it shall be designed in accordance with the American Association of State Highways Officials (AASHTO) design standards for a HS15-44 loading and per Department of Planning and land Use Policy MP-21 (Bridges on Private Property). Inspection and maintenance of the bridge, as necessary, shall be the responsibility of the owner(s) and shall be included within the provisions of a private road maintenance agreement. The local fire protection district may also require that vehicle load limits be posted at the entrances to the bridge.

Section 3.5 SPEED CONTROL DESIGN FEATURES

A) Speed control design features such as speed bumps, speed humps, speed control dips, etc. may interfere with the response of emergency vehicles and other emergency apparatus and shall be discouraged. Speed control design features shall not be approved and/or installed on private roads unless authorized by the Director of Public Works and/or County of San Diego Board of Supervisors. Prior to approving any design or authorizing the installation for a speed control design feature, input shall be obtained from the local fire protection district, which may prohibit the installation of such design features within certain areas.

Excerpts from County's *Public Road Standards*

Summary of the County of San Diego Current Public Road Standards

	Roadway Classification	Number of Travel Lanes	ROW/Curb to Curb Length	Design ADT at LOS D Threshold	Design Speed (MPH)	Maximum Grade	Minimum Curve Radius	Median	Shoulder	Additional Description
Circulation Element Roads										
Major Streets	Expressway	6	146'/126'	86,000	55	6%	1200'	14'	10'	No lot or private road access allowed, Only full grade separations
	Prime Arterial	6	122'/102'	50,000	55	6%	1200'	14'	8'	Access is a signalized intersection for ingress and egress
	Major Road	4	98'/78'	33,400	55	7%	1200'	14'	8'	Access is through access roads, common driveways and signalized intersections
Urban Collector Streets	Urban Collector	4	84'/64'	30,800	45	7%	700'	-	8'	Access is through access roads, common driveways and signalized intersections, Residential lots through interior residential roads
	Town Collector	2	74'/54'	13,500	40	9%	500'	-	8'	
	Light Collector	2	60'/40'	10,900	45	9%	700'	-	8'	Access is through access roads and common driveways, Residential lots through interior residential roads, where possible
Rural Roads	Rural Collector	2	84'/40'	10,900	40	12%	500'	-	8'	Access is through access roads and common driveways, Residential lots through interior residential roads, where possible
	Rural Light Collector	2	60'/40'	10,900	40	12%	500'	-	8'	
	Rural Mountain	2	100'/40'	10,900	40	12%	500'	-	8'	Commercial areas can access with common driveways, Residential lots through interior residential roads, where possible
	Recreational Parkway	2	100'/40'	10,900	25	12%	400'	-	8'	
Non-Circulation Element Roads										
Residential Roads	Residential Collection	2	60'/40'	4,500	-	12%	300'	-	8'	Collect local traffic and provide access to adjacent residential lots, No through traffic
	Residential Street	2	56'/36'	1,500	-	15%	200'	-	6'	
	Residential Loop Street	2	52'/32'	200	-	15%	200'	-	4'	
	Residential Interim Road	2	40'-60'/28'	2,800	-	12%	-	-	-	
Commercial Streets	Minor Collector	4	88'/68'	4,500	-	8%	300'	-	-	Provide access to abutting lots zoned for commercial or industrial purpose
	Local Public Road	2	72'/52'	1,500	-	8%	200'	-	-	
	Fire Access Road	2	72'/52'	200	-	8%	200'	-	-	

The information contained herein is current as of the creation of this document. We have made every effort to be as accurate and complete as possible, however, if you notice anything that you believe is incorrect, please contact us. You may obtain a printable version of this flyer on our website – www.katzokitsu.com

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- Excerpts from the *Public Facilities Element*

Part XII
Public Facility Element

San Diego County General Plan

Adopted
March 13, 1991
GPA 90-FE
Amended
June 10, 1992
GPA92-FE1

This Element was partially funded through the Community Development Block Grant program

ISSUES

1. Increases in the amount of automobile use have resulted in increased congestion on the region's roadways.

   Discussion: The dramatic rise in automobile use has far surpassed the ability of the County and other jurisdictions to upgrade and maintain the highway and road system. As the number of vehicles on the roadways has increased, the expansion of existing roadways and the construction of new roadways has not kept pace. Between 1978 and 1988, automobile registrations increased by 64% while increases in local street and road mileage only rose by 16%. As a result, certain roadways are functioning at a Level of Service "E" or "F" on a routine basis.

   A LOS "C", which allows for stable traffic flow with room to maneuver, is a generally accepted level to strive for in new development. At this level, traffic generally flows smoothly, although freedom to maneuver within the roadway is somewhat restricted and lane changes require additional care.

   However, there are some cases where development cannot achieve a LOS "C" on off-site roadways. For instance, there are areas where the existing development pattern precludes the addition of lanes or other mitigation or when the community is opposed to certain improvements to maintain a LOS "C". Additionally, there are existing roadways in the County that are currently operating below a LOS "C". Such cases are currently exceptions and generally occur when there is insufficient right-of-way to expand or modify a roadway or when the existing development in the area has generated more traffic than anticipated. In these cases a Level of Service "D" is acceptable on off-site roadways. At this level, small increases in flow cause substantial deterioration in service. Freedom to maneuver is limited and minor incidents can cause substantial interruption in the traffic flow.

   When the roadway system reaches a LOS "E" or "F", or new development would push it to LOS "E" or "F", new development should not be approved unless the project can mitigate the LOS "E" or contribute a fair share to a program to mitigate the project's impacts, unless a statement of overriding findings can be made.

   In order to control the amount of traffic on the roadways, and subsequently the amount of congestion, it is necessary to apply the LOS measurement to all roads that are impacted by a proposed project. The effect of a project on the road system varies from project to project. Due to the size and type of project, the type and capacity of roads serving the project, the amount of traffic generated by the development and the existing development pattern, the impact will vary from one project to another. To apply a LOS standard to only major or larger capacity roads or to within a specified geographic distance of a project could result in an inadequate review of the impacts of a project and create the potential for increased congestion. Therefore, project impacts should be assessed on a case-by-case basis.

GOAL

A SAFE, CONVENIENT, AND ECONOMICAL INTEGRATED TRANSPORTATION SYSTEM INCLUDING A WIDE RANGE OF TRANSPORTATION MODES.

OBJECTIVE 1:

A Level of Service "C" or better on County Circulation Element roads.

Policy 1.1: New development shall provide needed roadway expansion and improvements on-site to meet the demand created by the development, and to maintain a Level of Service "C" on Circulation Element Roads during peak traffic hours. New development shall provide off-site improvements designed to contribute to the overall achievement of a Level of Service "D" on Circulation Element Roads.

Implementation Measure 1.1.1: Review all development proposals to determine both their short-term and long-term impacts on the roadway system. The area of impact will be determined based on the size, type and location of the project; the traffic generated by the project; and the existing circulation and development pattern in the area. [DPW, DPLU]

Implementation Measure 1.1.2: Require, as a condition of approval of discretionary projects, improvements or other measures necessary to mitigate traffic impacts to avoid reduction in the existing Level of Service below "C" on on-site Circulation Element roads. [DPLU, DPW]

Implementation Measure 1.1.3: Require, as a condition of approval of discretionary projects which have a significant impact on roadways, improvements or other measures necessary to mitigate traffic impacts to avoid reduction in the existing Level of Service below "D" on off-site and on-site abutting Circulation Element roads. New development that would significantly impact congestion on roads at LOS "E" or "F", either currently or as a result of the project, will be denied unless improvements are scheduled to increase the LOS to "D" or better or appropriate mitigation is provided . Appropriate mitigation would include a fair share contribution in the form of road improvements or a fair share contribution to an established program or project. If impacts cannot be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to Section 15091(b) and 15093 of the State CEQA Guidelines. [DPLU, DPW]

Implementation Measure 1.1.4: Whenever possible on development proposals, require that access to parcels adjacent to roads shown on the Circulation Element be limited to side streets in order to maintain through traffic flow. [DPW, DPLU]

- Excerpts from the County's *Guidelines for Determining Significance*

Part XV-A

Transportation/Traffic

Traffic

County of San Diego

Guidelines for Determining Significance

Adopted,

DISCLAIMER

The County of San Diego Guidelines for Determining Significance and information presented herein shall be used by County staff for the review of discretionary projects and in the review of environmental documents pursuant to the California Environmental Quality Act (CEQA). These Guidelines present a range of quantitative, qualitative, and performance levels for particular environmental effects. Normally non-compliance with a particular Guideline will mean the project will result in a significant effect, whereas compliance will normally mean the effect will be determined to be "less than significant." Section 15064(b) of the State CEQA Guidelines state: "The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on factual and scientific data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting." These Guidelines assist in providing a consistent, objective and predicable evaluation of significant effects. These Guidelines are not binding on any decision-maker and should not be substituted for the use of independent judgment to determine significance or the evaluation of evidence in the record. The County reserves the right to modify these Guidelines in the event of scientific discovery or alterations in factual data that may alter the common application of a Guideline.

congestion. SANDAG's 2020 RTP details some of the regional improvements that are projected to occur within a twenty-year time frame. Impacts associated with traffic, pedestrian and bicycle safety are most often addressed at the project level.

4.0 GUIDELINES FOR DETERMINING SIGNIFICANCE

This section provides guidance for evaluating adverse environmental effects a project may have on traffic. The guidelines for determining significance are organized into six subject areas: direct vs. cumulative, road segments, intersections, ramps, hazards due to a design feature, and hazards to pedestrians and/or bicyclists.

4.1 Direct vs. Cumulative Impacts

The California Environmental Quality Act (CEQA) Guidelines states that environmental assessments must take in account the "whole of the action" involved, including on-site, off-site, construction, and operational impacts. Also, the environmental assessment must evaluate project-level and cumulative impacts, including direct and indirect impacts.

4.1.1 Direct

Direct impacts are impacts that would result solely from the implementation of the project. Since CEQA requires a plan to ground assessment, direct impacts are typically evaluated based upon a comparison of the existing plus project scenario to the existing scenario. When opening day and/or a phased scenario is planned, additional comparisons may also be made to determine significance. Where it can be demonstrated that other projects will reasonably come on-line prior to development of the proposed project, an opening day assessment scenario may be used in lieu of the existing plus project approach. Coordination with County staff is recommended to ensure that proper assumptions are used in the preparation of this assessment scenario. Direct impacts would occur when the significance criteria outlined herein is exceeded.

4.1.2 Cumulative

CEQA section 15130 provides guidance for assessment of cumulative impacts. Per this section, CEQA states that cumulative impact assessments should be based upon 1) a list of past, present and probable future projects producing related or cumulative impacts, (includes all projects and if necessary, those projects outside the control of the agency), or 2) a summary of projects contained in an adopted general plan or related planning document, or in a prior certified/adopted environmental document which described or evaluated regional or area wide conditions contributing to the cumulative impact. For most projects, the list of past, present and probable projects approach is used for the assessment of cumulative impacts.

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For projects that will be implemented and constructed in the near term, the "list of projects" approach is typically used in the assessment and evaluation of cumulative impacts. The assessment of cumulative projects can also be based upon a summary of projections contained within an adopted General Plan or related planning documents. This is typically used when the project includes a change to the County's General Plan or Zoning Ordinance. Projects that include both a change to near term development and the County's General Plan or Zoning may be required to provide both levels of evaluation.

Section 15130(a) of the State CEQA Guidelines state that cumulative impacts of a project should be discussed when the project impacts, even though individually limited, are cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In evaluating cumulative traffic impacts two conditions must be evaluated: 1) will build-out of all near term projects result in a cumulative traffic impact and 2) does the amount of traffic generated by the individual proposed project contribute (even in a small part) to that cumulative impact. Both conditions must be met for an individual project to result in a cumulative traffic impact.

Cumulative traffic impacts are typically evaluated based upon a comparison of the near-term cumulative projects plus proposed project scenario (list of projects) to the existing scenario. If the traffic generated and/or redistributed from all the near term projects would result in a cumulative traffic impact then condition one is met. Condition two is evaluated based upon the traffic generated or redistributed by the proposed project and the list of projects onto a particular road segment and/or intersection. If the total amount of traffic generated and/or redistributed exceeds the values provided in Table 1, then the traffic would be considered cumulatively considerable and the individually proposed project would result in a cumulative traffic impact.

4.2 Road Segments

Exceedance of the following significance guidelines will be considered substantial evidence that private development and public improvement projects will have a significant traffic volume and/or level of service traffic impact on a road segment if:

- *The additional or redistributed ADT generated by the proposed project will cause an adjacent or nearby County Circulation Element Road to operate below LOS D and will significantly increase congestion as identified in Table 1, and/or*
- *The additional or redistributed ADT generated by the proposed project will cause a residential street to exceed its design capacity, and/or*

- *The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Circulation Element Road, State Highway or intersection currently operating at LOS E or LOS F as identified in Table 1.*

Table 1

Measures of Significant Project Impacts to Congestion
Allowable Increases on Congested Roads and Intersections

Road Segments

	2-LANE ROAD	4-LANE ROAD	6-LANE ROAD
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Intersections

	SIGNALIZED	UNSIGNALIZED
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Note: A critical movement is one that is experiencing excessive queues.
Note: By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts.
Note: The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

The County of San Diego Public Road Standards include a table which establishes levels of service for County Circulation Element roads based upon average daily trips. This table shall be used in determining the level of service for County Circulation Element roads. The Highway Capacity Manual (HCM) includes analysis criteria for the assessment of the level of service for two-lane highways. The Director of Public Works may, based upon a review of the operational characteristics of the roadway, designate that a HCM analysis be used to determine the level of service for a two-lane County arterial in lieu of the level of service table provided in the County of San Diego Public Road Standards.

In determining the level of service for road segments and intersections outside of the County of San Diego's jurisdiction, the level of service standards for the jurisdiction or agency (Caltrans) shall be used. Early coordination with the affected jurisdiction and/or agency (Caltrans) should be conducted during the preparation of the traffic impact study.

Capacity is related to level of service. The capacity of a facility is the maximum number of persons or vehicles that can be expected to traverse a point or uniform section of road within a specified time frame under prevailing roadway, traffic and control conditions. The LOS E/LOS F threshold is identified as the capacity of the facility (roadway or intersection). Volume to capacity ratios are calculated based upon this capacity (LOS E/LOS F) threshold.

Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots and not to carry through traffic. Congestion from the driver's perspective is typically not a concern. Compatibility of the traffic volumes on the local street in relation to the adjacent uses, however, may be an issue of concern. Recommended design capacities for residential non-Circulation Element streets are provided in the San Diego County Public Road Standards. For projects that will substantially increase traffic volumes on residential streets, a comparison of the traffic volumes on the residential streets with the recommended design capacity shall be provided.

The impact significance guidelines for road segments provided in Table 1 are based upon a general assessment and average conditions. These guidelines are based upon an assumed allowable 200 average daily trip (ADT) threshold per vehicle lane. Conservatively under worse case assumption this would be applied unidirectionally (project traffic only being assigned to one-side of the road). Using SANDAG's "Brief Guide for Vehicular Traffic Generation Rates for the San Diego Region" for most discretionary projects this would convert to less than 25 AM or PM peak hour trips. On average, during peak hour conditions, this would be only one additional car every 2.4 minutes. The addition of 200 ADT would, in most cases, not be noticeable to the average driver. Under extremely congested LOS F conditions, small changes and disruptions to the traffic flow can significantly affect traffic operations. Additional project traffic could increase the likelihood and/or frequency of these events. The allowable LOS F ADT threshold was, therefore, set at 50% of the LOS E threshold to provide a higher level of assurance that the traffic allowed under the threshold would not significantly impact traffic operation on the road segment.

For smaller discretionary projects, without controversy, the use of these guidelines is likely to be sufficient. For large projects, controversial projects and/or projects which are preparing Environmental Impact Reports, more detailed evaluations to verify the applicability of the significance thresholds for the individual project conditions may be necessary. Additional evaluations may include analysis of vehicle headways, speeds, average gaps, queues, delay, and/or other factors.

Projects that must prepare a CMP analysis, should also follow the CMP and SANTEC/ITE traffic impact analysis guidelines. A summary of these guidelines is provided in Table 2.

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Table 2

Measure of Significant Project Traffic Impacts for
Circulation Element Roads, Signalized Intersections, and Ramps

Level of Service With Project	Allowable Change due to Project Impact						
	Freeways		Roadway Segments*		Intersections**	Ramps***	Ramps with >15 min. delay
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)	Delay (min.)
E & F	0.01	1	0.02	1	2	-	2

* For County arterials which are not identified in SANDAG's Regional Transportation Plan and Congestion Management Plan as regionally significant arterials, then significance may be measured based upon an increase in average daily traffic. The allowable change (ADT) due to project impacts in this instance would be identified in Table 1.

** Signalized intersections

*** See Attachment E for ramp metering analysis.

KEY
V/C = Volume to Capacity ratio
Speed = Speed measured in miles per hour
Delay = Average stopped delay per vehicle measured in seconds, or minutes
LOS = Level of Service
ADT = Average Daily Trips

4.3 Intersections

This section provides guidance for evaluating adverse environmental effects a project may have on signalized and unsignalized intersections.

4.3.1 Signalized

Exceedance of the following significance guidelines will be considered substantial evidence that private development and public improvement projects will have a significant volume and/or level of service traffic impact on a signalized intersection if:

- ***The additional or redistributed ADT generated by the proposed project will cause a signalized intersection to operate below LOS D and will significantly increase congestion as identified in Table 1, and/or***

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- *The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F as identified in Table 1.*

Significance criteria for signalized intersections identified in Table 1 allows an increase in the overall delay at an intersection operating at LOS E of two seconds. An increased wait time of two seconds, on average, would not be noticeable to the average driver. For LOS F conditions, however, a guideline based upon the number of trips added to a critical movement was used. This threshold directly relates to the number of vehicles that can be added to an existing queue that forms at the intersection. A threshold of five trips (peak hour) per critical movement was used. The five trips spread out over the peak hour would not significantly increase the length of an existing queue and would not be noticeable to the average driver.

For smaller discretionary projects, without controversy, the use of these guidelines is likely to be sufficient. For large projects, controversial projects and/or projects which are preparing Environmental Impact Reports, more detailed evaluations to verify the applicability of the significance thresholds for the individual project conditions may be necessary. Additional evaluations may include analysis of vehicle headways, speeds, average gaps, queues, delay, and/or other factors.

4.3.2 Unsignalized

The operating parameters and conditions for unsignalized intersections differ dramatically from those of signalized intersections. Very small volume increases on one leg or turn/thru movement of an unsignalized intersection can substantially affect the calculated delay for the entire intersection. Significance criteria for unsignalized intersections was based upon a minimum overall number of trips added to a critical movement (such as a left turn lane estimated to operate at LOS E of LOS F) at an unsignalized intersection.

Exceedance of the following significance guidelines will be considered substantial evidence that private development and public improvement projects will have a significant volume and/or level of service traffic impact on a unsignalized intersection if:

- *The proposed project will generate 20 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate below LOS D, or*

- *The proposed project will generate 20 or more peak hour trips to a critical movement of an unsignalized intersection and the unsignalized intersection currently operates at LOS E, or*

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- *The proposed project will generate 5 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate below LOS E, or*

- *The proposed project will generate 5 or more peak hour trips to a critical movement of an unsignalized intersection and the unsignalized intersection currently operates at LOS F, or*

- *Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance and/or other factors, it is found that the generation rate less than those specified above would significantly impact the operations of the intersection.*

The significance guidelines for unsignalized intersections set a minimum overall number of trips added to a critical movement at an unsignalized intersection and are supported by significance criteria for unsignalized intersections that are also identified in Table 1. Since the operations of unsignalized intersections under congested conditions are heavily influenced by traffic volume increases on critical moves, the significance guidelines for unsignalized intersections were based upon the number of trips added to a critical move. As stated above, this guideline directly relates to the number of vehicles that can be added to an existing queue that forms at the intersection. A significance guideline of twenty trips (peak hour) per critical movement was used for LOS E conditions. Although delays drivers experience under LOS E condition may be extreme, they are not yet considered unacceptable. The twenty trips spread out over the peak hour would not likely cause the intersection delay and/or existing queue lengths to become unacceptable. The twenty trips (peak hour) would not be noticeable to the average driver. A significance guideline of five trips (peak hour) per critical movement was used for LOS F conditions. The five trips spread out over the peak hour would not significantly increase the length of an existing queue and would not be noticeable to the average driver

A peak hour increase of twenty peak hour trips to the critical movement of an unsignalized intersection would be, on average, one additional car every 3.0 minutes. Assuming the average wait time for a vehicle in the critical movement queue is less than 3.0 minutes, this would not be noticeable to the average driver.

For smaller discretionary projects, without controversy, use of these guidelines is likely to be sufficient. For large projects, controversial projects, and/or projects which are preparing Environmental Impact Reports, more detailed evaluations to verify the applicability of the significance guidelines for the individual project conditions may be necessary. Additional evaluations may include analysis of vehicle headways, speeds, average gaps, queues, delay, and/or other factors.

4.4 Ramps

Additional or redistributed ADT generated by the proposed project will significantly increase congestion at a freeway ramp. Table 2 may be used as a guide in determining significant increases in congestion on ramps. Since the analysis of delays at ramps is still in its infancy these values should not be considered as absolutes. Factors affecting these values may include ramp metering, location (rural vs. urban), ramp design, and the proximity of adjacent intersections. Coordination with Caltrans and the local jurisdiction should be conducted to determine appropriate impact criteria for the specific ramps being assessed.

4.5 Hazards Due to a Design Feature

The following significance guidelines will be considered substantial evidence that a proposed project will have a significant traffic hazard impact due to a design feature. The determination of significance shall be on a case-by-case basis, considering the following factors:

- *Design features/physical configurations of access roads adversely affect the safe transport of vehicles along the roadway.*
- *The percentage and/or magnitude of increased traffic on the road due to the proposed project affect the safety of the roadway.*
- *The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers that could result in vehicle conflicts with other vehicles and/or stationary objects.*
- *The project does not conform to the requirements of the private or public road standards, as applicable.*

4.6 Hazards to Pedestrians and/or Bicyclists

The following significance guidelines will be considered substantial evidence that a proposed project will have a significant traffic hazard impact to pedestrians and/or bicyclists. The determination of significance shall be on a case-by-case basis, considering the following factors:

- *Design features/physical configurations adversely affect the visibility of pedestrians and/or bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.*
- *The amount of pedestrian activity at the project access points may adversely affect pedestrian safety.*

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- *The project may result in the preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site.*

- *The percentage and/or magnitude of increased traffic on the road due to the proposed project may adversely affect pedestrian and bicycle safety.*

- *The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers could result in vehicle/pedestrian, vehicle/bicycle conflicts.*

- *The project does not conform to the requirements of the private or public road standards, as applicable.*

- *The project may result in a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.*

5.0 GUIDELINES FOR PREPARING A TRAFFIC IMPACT STUDY (TIS)

A thorough traffic analysis will consider all aspects of a project (including all on- and off-site improvements). The analysis should identify whether these impacts are direct, indirect and/or cumulative in nature and determine whether the impacts are significant.

5.1 Overview of a Traffic Impact Study and General Contents

The purpose of a traffic impact study is to evaluate potential individual and cumulative traffic impacts that may result from a proposed project. Substantial increases in traffic volumes on and/or changes to the road network may cause congestion at existing and /or future roads and intersections. A detailed analysis of the traffic generated and/or redirected by a proposed project, assessment of potential impacts, and identification of mitigation measures for significant traffic impacts are the main focus of a traffic impact study.

The analysis of traffic issues, evaluation of traffic impacts, and development of mitigation measures for traffic impacts are complex tasks. The type and scope of a traffic impact study will vary based upon the size of a project, its location and other factors. Typically, a traffic impact study will include several components as outlined in Attachment B and summarized below:

5.1.1 Existing Conditions

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Documentation of the existing traffic volumes, levels of service, and geometrics for roads and intersections that may be potentially impacted by the proposed project must be provided. This assessment is typically based upon traffic counts that are less than two years old, unless it has been demonstrated that traffic volumes have not significantly changed since the prior counts were taken.

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- Excerpts from Ordinance No. 9712 (N.S.),Title 7, Division 7 (new), Transportation Impact Fee

TIF Rates by Community Planning Area

COMMUNITY PLANNING AREA	REGION	TIF RATE ($/ADT)		
		REGIONAL	LOCAL	TOTAL
Alpine	South	$258	$140	$398
Bonsall	North	$464	$490	$954
Central Mountain	East	$237	$0	$237
County Islands	South	$258	$0	$258
Crest-Dehesa	South	$258	$78	$335
Desert	East	$237	$24	$261
Fallbrook	North	$464	$472	$937
Jamul-Dulzura	South	$258	$169	$427
Julian	East	$237	$0	$237
Lakeside	South	$258	$312	$570
Mountain Empire	East	$237	$0	$237
North County Metro	North	$464	$133	$598
North Mountain	East	$237	$0	$237
Otay	South	$258	$51	$309
Pala-Pauma	North	$464	$91	$556
Pendleton-De Luz	North	$464	$1	$465
Rainbow	North	$464	$346	$810
Ramona	East	$237	$460	$697
San Dieguito	North	$464	$251	$716
Spring Valley	South	$258	$51	$309
Sweetwater	South	$258	$101	$359
Valle De Oro	South	$258	$358	$615
Valley Center	North	$464	$200	$664

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Updated 2/9/07

County of San Diego TIF Program

FALLBROOK FEE SCHEDULE

LAND USE CATEGORY	APPLICABLE FEE		
	Regional	Local	Total
AGRICULTURE (OPEN SPACE)	$880 / acre	$894 / acre	$1,774 / acre
AIRPORT			
Commercial	$30,801 / ksf	$31,282 / ksf	$62,083 / ksf
General Aviation	$2,640 / acre	$2,681 / acre	$5,321 / acre
Heliports	$44,002 / acre	$44,688 / acre	$88,690 / acre
AUTOMOBILE			
Car Wash			
Automatic	$269,400 / acre	$273,600 / acre	$543,000 / acre
Self-serve	$44,900 / wash stall	$45,600 / wash stall	$90,500 / wash stall
Gasoline			
with/Food Mart	$51,725 / fueling space	$52,531 / fueling space	$104,256 / fueling space
with/Food Mart & Car Wash	$50,108 / fueling space	$50,890 / fueling space	$100,998 / fueling space
Older Service Station Design	$48,492 / fueling space	$49,248 / fueling space	$97,740 / fueling space
Sales (Dealer & Repair)	$16,164 / ksf	$16,416 / ksf	$32,580 / ksf
Auto Repair Center	$6,466 / ksf	$6,566 / ksf	$13,032 / ksf
Auto Parts Sales	$19,397 / ksf	$19,699 / ksf	$39,096 / ksf
Quick Lube	$12,931 /	$13,133 /	$26,064 /
Tire Store	$8,082 / ksf	$8,208 / ksf	$16,290 / ksf
CEMETERY	$2,245 / acre	$2,280 / acre	$4,525 / acre
CHURCH (OR SYNAGOGUE)	$3,596 / ksf	$3,653 / ksf	$7,249 / ksf
COMMERCIAL/RETAIL			
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)	$15,715 / ksf	$15,960 / ksf	$31,675 / ksf
Regional Shopping Center (40-80 acres, 400,000-800,000 sq. ft. w/usually 2+ major stores)	$19,981 / ksf	$20,292 / ksf	$40,273 / ksf
Community Shopping Center (15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)	$28,018 / ksf	$28,454 / ksf	$56,472 / ksf
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)	$42,026 / ksf	$42,682 / ksf	$84,708 / ksf
Commercial Shops			
Specialty Retail/Strip Commercial	$15,266 / ksf	$15,504 / ksf	$30,770 / ksf
Electronics Superstore	$19,083 / ksf	$19,380 / ksf	$38,463 / ksf
Factory Outlet	$15,266 / ksf	$15,504 / ksf	$30,770 / ksf
Supermarket	$57,248 / ksf	$58,140 / ksf	$115,388 / ksf
Drugstore	$34,349 / ksf	$34,884 / ksf	$69,233 / ksf

County of San Diego TIF Program

FALLBROOK FEE SCHEDULE

LAND USE CATEGORY	APPLICABLE FEE		
	Regional	Local	Total
Convenience Market (15-16 hours)	$190,825 / ksf	$193,800 / ksf	$384,625 / ksf
Convenience Market (24 hours)	$267,155 / ksf	$271,320 / ksf	$538,475 / ksf
Convenience Market (w/gasoline pumps)	$324,403 / ksf	$329,460 / ksf	$653,863 / ksf
Discount Club	$22,899 / ksf	$23,256 / ksf	$46,155 / ksf
Discount Store	$22,899 / ksf	$23,256 / ksf	$46,155 / ksf
Furniture store	$2,290 / ksf	$2,326 / ksf	$4,616 / ksf
Lumber Store	$11,450 / ksf	$11,628 / ksf	$23,078 / ksf
Home Improvement Superstore	$15,266 / ksf	$15,504 / ksf	$30,770 / ksf
Hardware/Paint Store	$22,899 / ksf	$23,256 / ksf	$46,155 / ksf
Garden Nursery	$15,266 / ksf	$15,504 / ksf	$30,770 / ksf
Mixed Use: Commercial (w/supermarket)	$41,982 / ksf	$42,636 / ksf	$84,618 / ksf
Mixed Use: Commercial/Residential	$1,908 / unit	$1,938 / unit	$3,846 / unit
EDUCATION			
University (4 years)	$1,078 / student	$1,094 / student	$2,172 / student
Junior College (2 years)	$534 / student	$543 / student	$1,077 / student
High School	$548 / student	$556 / student	$1,104 / student
Middle/Junior High	$552 / student	$561 / student	$1,113 / student
Elementary	$647 / student	$657 / student	$1,303 / student
Day Care	$1,931 / child	$1,961 / child	$3,892 / child
FINANCIAL			
Bank (Walk-In only)	$51,860 / ksf	$52,668 / ksf	$104,528 / ksf
with Drive-Through	$69,146 / ksf	$70,224 / ksf	$139,370 / ksf
Drive-Through only	$86,433 / lane	$87,780 / lane	$174,213 / lane
Drive-Through only (one-way)	$43,216 / lane	$43,890 / lane	$87,106 / lane
Savings & Loan	$20,744 / ksf	$21,067 / ksf	$41,811 / ksf
Drive-Through only	$86,433 / lane	$87,780 / lane	$174,213 / lane
Drive-Through only (one-way)	$43,216 / lane	$43,890 / lane	$87,106 / lane
HOSPITAL			
General	$8,800 / bed	$8,938 / bed	$17,738 / bed
Convalescent/Nursing	$1,320 / bed	$1,341 / bed	$2,661 / bed
INDUSTRIAL			
Industrial/Business Park (commercial included)	$5,747 / ksf	$5,837 / ksf	$11,584 / ksf
Industrial Park (no commercial)	$3,520 / ksf	$3,575 / ksf	$7,095 / ksf
Industrial Plant (multiple shifts)	$4,355 / ksf	$4,423 / ksf	$8,779 / ksf
Manufacturing/Assembly	$1,742 / ksf	$1,769 / ksf	$3,511 / ksf
Warehousing	$2,178 / ksf	$2,212 / ksf	$4,389 / ksf
Storage	$871 / ksf	$885 / ksf	$1,756 / ksf
Science Research & Development	$3,484 / ksf	$3,539 / ksf	$7,023 / ksf
Landfill & Recycling Center	$2,613 / acre	$2,654 / acre	$5,267 / acre
LIBRARY	$19,756 / ksf	$20,064 / ksf	$39,820 / ksf
LODGING			

County of San Diego TIF Program

FALLBROOK FEE SCHEDULE

LAND USE CATEGORY	APPLICABLE FEE		
	Regional	Local	Total
Hotel (w/convention facilities/restaurant)	$4,310 / room	$4,378 / room	$8,688 / room
Motel	$3,879 / room	$3,940 / room	$7,819 / room
Resort Hotel	$3,448 / room	$3,502 / room	$6,950 / room
Business Hotel	$3,017 / room	$3,064 / room	$6,082 / room
MILITARY	$1,100 / person	$1,117 / person	$2,217 / person
OFFICE			
Standard Commercial Office (less than 100,000 sq. ft.)	$8,621 / ksf	$8,755 / ksf	$17,376 / ksf
Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 6+ stories)	$7,404 / ksf	$7,519 / ksf	$14,923 / ksf
Office Park (400,000+ sq. ft.)	$5,226 / ksf	$5,308 / ksf	$10,534 / ksf
Single Tenant Office	$6,097 / ksf	$6,192 / ksf	$12,290 / ksf
Corporate Headquarters	$3,049 / ksf	$3,096 / ksf	$6,145 / ksf
Government (Civic Center)	$11,315 / ksf	$11,491 / ksf	$22,806 / ksf
Post Office			
Central/Walk-In Only	$33,944 / ksf	$34,474 / ksf	$68,418 / ksf
Community (not including mail drop lane)	$75,432 / ksf	$76,608 / ksf	$152,040 / ksf
Community (w/mail drop lane)	$113,148 / ksf	$114,912 / ksf	$228,060 / ksf
Mail Drop Lane only	$565,740 / lane	$574,560 / lane	$1,140,300 / lane
Mail Drop Lane only (one-way)	$282,870 / lane	$287,280 / lane	$570,150 / lane
Department of Motor Vehicles	$67,889 / ksf	$68,947 / ksf	$136,836 / ksf
Medical-Dental	$20,205 / ksf	$20,520 / ksf	$40,725 / ksf
PARKS			
City (developed w/meeting rooms and sports facilities)	$21,103 / acre	$21,432 / acre	$42,535 / acre
Regional (developed)	$8,441 / acre	$8,573 / acre	$17,014 / acre
Neighborhood/County (undeveloped)	$2,110 / acre	$2,143 / acre	$4,254 / acre
State (average 1000 acres)	$422 / acre	$429 / acre	$851 / acre
Amusement (Theme)	$33,765 / acre	$34,291 / acre	$68,056 / acre
San Diego Zoo	$48,537 / acre	$49,294 / acre	$97,831 / acre
Sea World	$33,765 / acre	$34,291 / acre	$68,056 / acre
RECREATION			
Beach, Ocean or Bay	$245,154 / klf shore	$248,976 / klf shore	$494,130 / klf shore
Beach, Lake (fresh water)	$20,430 / klf shore	$20,748 / klf shore	$41,178 / klf shore
Bowling Center	$12,258 / ksf	$12,449 / ksf	$24,707 / ksf
Campground	$1,634 / campsite	$1,660 / campsite	$3,294 / campsite
Golf Course	$2,860 / acre	$2,905 / acre	$5,765 / acre
Driving Range only	$28,601 / acre	$29,047 / acre	$57,649 / acre
Marinas	$1,634 / berth	$1,660 / berth	$3,294 / berth
Multi-purpose (miniature golf, video arcade, batting cage, etc.)	$36,773 / acre	$37,346 / acre	$74,120 / acre
Racquetball/Health Club	$12,258 / ksf	$12,449 / ksf	$24,707 / ksf

County of San Diego TIF Program

FALLBROOK FEE SCHEDULE

LAND USE CATEGORY	APPLICABLE FEE		
	Regional	Local	Total
Tennis Courts	$6,537 / acre	$6,639 / acre	$13,177 / acre
Sports Facilities			
Outdoor Stadium	$20,430 / acre	$20,748 / acre	$41,178 / acre
Indoor Arena	$12,258 / acre	$12,449 / acre	$24,707 / acre
Racetrack	$16,344 / acre	$16,598 / acre	$32,942 / acre
Theaters (multiplex w/matinee)	$29,814 / ksf	$30,278 / ksf	$60,092 / ksf
RESIDENTIAL			
Estate, Urban or Rural (average 1-2 DU/acre)	$5,226 / unit	$5,308 / unit	$10,534 / unit
Single Family Detached (average 3-6 DU/acre)	$4,355 / unit	$4,423 / unit	$8,779 / unit
Condominium (or any multi-family 6-20 DU/acre)	$3,484 / unit	$3,539 / unit	$7,023 / unit
Apartment (or any multi-family units more than 20 DU/acre)	$2,613 / unit	$2,654 / unit	$5,267 / unit
Military Housing (off-base, multifamily)			
(less than 6 DU/acre)	$3,484 / unit	$3,539 / unit	$7,023 / unit
(6-20 DU/acre)	$2,613 / unit	$2,654 / unit	$5,267 / unit
Mobile Home			
Family	$2,178 / unit	$2,212 / unit	$4,389 / unit
Adults Only	$1,307 / unit	$1,327 / unit	$2,634 / unit
Retirement Community	$1,742 / unit	$1,769 / unit	$3,511 / unit
Congregate Care Facility	$1,091 / unit	$1,108 / unit	$2,199 / unit
RESTAURANT			
Quality	$39,512 / ksf	$40,128 / ksf	$79,640 / ksf
Sit-down, high turnover	$63,219 / ksf	$64,205 / ksf	$127,424 / ksf
Fast Food (w/drive-through)	$256,828 / ksf	$260,832 / ksf	$517,660 / ksf
Fast Food (without drive-through)	$276,584 / ksf	$280,896 / ksf	$557,480 / ksf
Delicatessen (7am-4pm)	$59,268 / ksf	$60,192 / ksf	$119,460 / ksf
TRANSPORTATION			
Bus Depot	$11,225 / ksf	$11,400 / ksf	$22,625 / ksf
Truck Terminal	$4,490 / ksf	$4,560 / ksf	$9,050 / ksf
Waterport/Marine Terminal	$76,330 / berth	$77,520 / berth	$153,850 / berth
Transit Station (Light Rail w/parking)	$134,700 / acre	$136,800 / acre	$271,500 / acre
Park & Ride Lots	$179,600 / acre	$182,400 / acre	$362,000 / acre
Park & Ride Lots	$179,600 / acre	$182,400 / acre	$362,000 / acre

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- Excerpts from the Arbor's Traffic Study

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TRAFFIC STUDY

For

The Arbors
(TM 5268DL, LOG#01-02-049)

in the County of San Diego

Submitted To:

Lundstrom and Associates

Submitted By:

Darnell & Associates, Inc.

Revised November 2, 2006
Revised May 31, 2006
Revised May 25, 2005
Revised November 17, 2004
Original July 21, 2004

A53

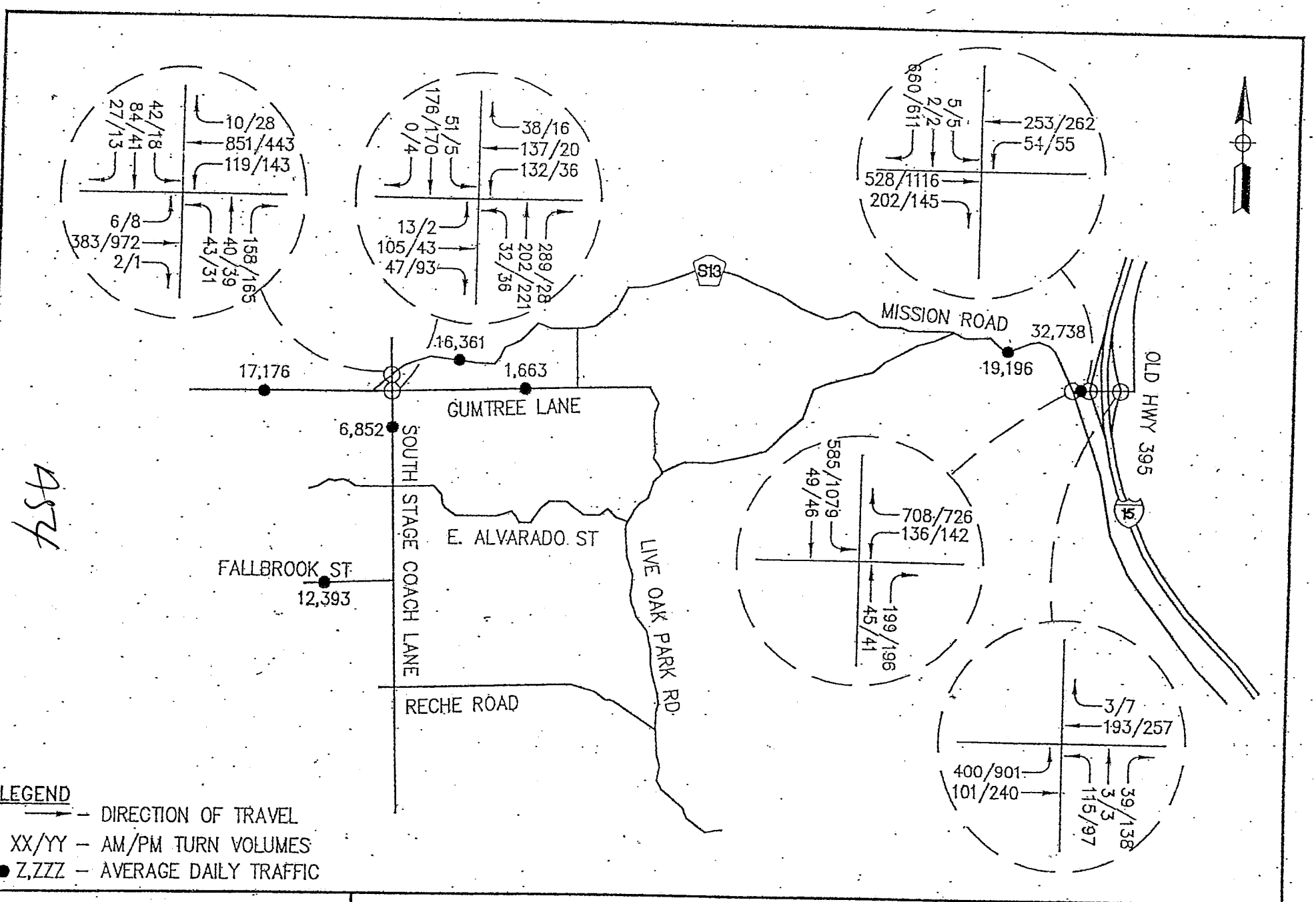

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FIGURE 4

EXISTING TRAFFIC VOLUMES

SECTION II - EXISTING CONDITIONS

This section of the traffic study is intended to assess the existing conditions of the roadways and intersections within the vicinity of the project to determine travel flow and/or delay difficulties, if any, that exist prior to adding the traffic generated by the proposed project. The existing conditions analysis establishes a base condition which is used to assess the other scenarios discussed in this report.

Darnell & Associates, Inc. (D&A) conducted a field review of the area surrounding the project in November 2004. The existing roadway geometrics are illustrated in Figure 3.

EXISTING ROADWAY CHARACTERISTICS

The key segments analyzed in the study area are identified below:

East Mission Road (SF 1305) is generally an east-west circulation element roadway. Between the Interstate 15 freeway and Stage Coach Lane and between Main Avenue and South Mission Road, East Mission Road has one (1) travel lane in each direction and a double yellow painted divider. The cross-section of this portion of East Mission Road is equivalent to that of a Light Collector, with a capacity of 10,900 ADT at LOS D. Between Main Avenue and Stage Coach Lane, East Mission Road has one (1) travel lane in each direction with a two-way left turn lane. The cross-section of this portion of East Mission Road is equivalent to that of a Town Collector, with a capacity of 13,500 ADT at LOS D. Parking is not permitted on East Mission Road, and bike lanes are provided. The posted speed limit is 45 miles per hour (mph). The ultimate classification of East Mission Road is a four-lane Major Road with bike lanes, with a capacity of 33,400 ADT at LOS D.

Gum Tree Lane (SC 30) is an east-west two (2) lane circulation element roadway with a posted speed limit of 35 mph, and 25 mph near the school zone. Gum Tree Lane generally serves residential development, with school access provided near Stage Coach Lane. In the County's Circulation Element, this road is identified as a two-lane Light Collector east of Stage Coach Lane, with a capacity of 10,900 ADT at LOS D.

Stage Coach Lane (SC 30, SA 40) is a north-south two (2) lane circulation clement roadway extending from East Mission Road to South Mission Road. The roadway speed is posted at 45 mph. The current cross-section of this facility is equivalent to that of a Light Collector, with a capacity of 10,900 ADT at LOS D. Based on the County of San Diego Circulation Element, the ultimate classification of Stage Coach Lane is Rural Collector, with a capacity of 10,900 ADT at LOS D.

Fallbrook Street (SA 1416) is an east-west circulation element roadway that is constructed as a two (2) lane undivided roadway. West of Stage Coach Lane in the project vicinity, Fallbrook Street has a roadway cross-section equivalent to that a Light Collector, with a capacity of 10,900 ADT at LOS D. The posted speed limit is 40 miles per hour. In the County of San Diego Circulation Element, Fallbrook Street west of Stage Coach Lane has an ultimate classification of Light Collector, with a capacity of 10,900 ADT at LOS D.

ROADWAY SEGMENT DAILY TRAFFIC

Twenty-four (24) hour traffic counts were collected for the analyzed roadway segments in October 2004. Figure 4 presents the existing conditions traffic volumes used in this analysis. Count summaries are included in Appendix A.

NEAR TERM CUMULATIVE WITHOUT PROJECT

Approved/Pending Projects

D&A obtained the Discretionary Project Map for the Fallbrook Community from the Department of Planning and Land Use. Utilizing this map, D&A investigated all the projects in the area to determine whether or not they would affect the same roadway segments and intersections as the project. Through our investigation, it was determined that 91 projects in the area would need to be included in the analysis.

Cumulative Approved/Pending Projects Traffic

The 91 projects contribute a total of 39,179 daily trips, 3,038 AM peak hour trips, and 3,944 PM peak hour trips. The project location, description, trip generation, and trip distribution for each cumulative project can be found in Appendix B.

Ambient Growth

In order to account for any projects that come on line prior to the construction of the project, an ambient growth factor was applied to the existing counts. The ambient growth factor was determined by determining the average growth per year from the SANDAG 2000 and 2030 forecast volumes. It is assumed that the project will be constructed by 2006, so the growth per year for 2 years was added on to the existing traffic volumes. The cumulative approved/pending project traffic was then added onto the existing with ambient growth traffic volumes to obtain the near term cumulative without project traffic volumes.

The near term cumulative without project traffic volumes are illustrated in Figure 7.

NEAR TERM CUMULATIVE WITH PROJECT CONDITIONS

The project traffic was added to the near term cumulative without project traffic volumes to obtain the near term cumulative with project traffic conditions. The daily and peak hour turn volumes for near term cumulative with project conditions are illustrated in Figure 8.

Roadway Segments

The roadway segments were analyzed under near term cumulative conditions with and without the proposed project. The roadway segments daily levels of service are summarized in Table 8.

As can be seen from Table 8, under near term cumulative with and without project conditions the roadway segments on East Mission Road and Fallbrook Street continue to operate at LOS E or worse. Per the PFE, cumulative traffic would have a significant impact if it "significantly impacts congestion" on a roadway segment currently operating at LOS E or F. The County's *Guidelines for Determining Significance* allow an increase of 200 ADT on roadways operating at LOS E and 100 ADT on roadways operating at LOS F before the increase considered significant. The cumulative traffic contributes 944 trips or more on these segments and is therefore considered to have a significant cumulative impact. The project contributes 8 or more trips to these segments and is therefore considered to be a portion of the cumulative impact.

The segments of Stage Coach Lane and Gum Tree Lane operate at LOS D or better under near term cumulative with and without project conditions. Therefore, per the PFE, the project is not considered to have a cumulative impact since the cumulative traffic does not cause the roadway segments to operate at unacceptable levels of service.

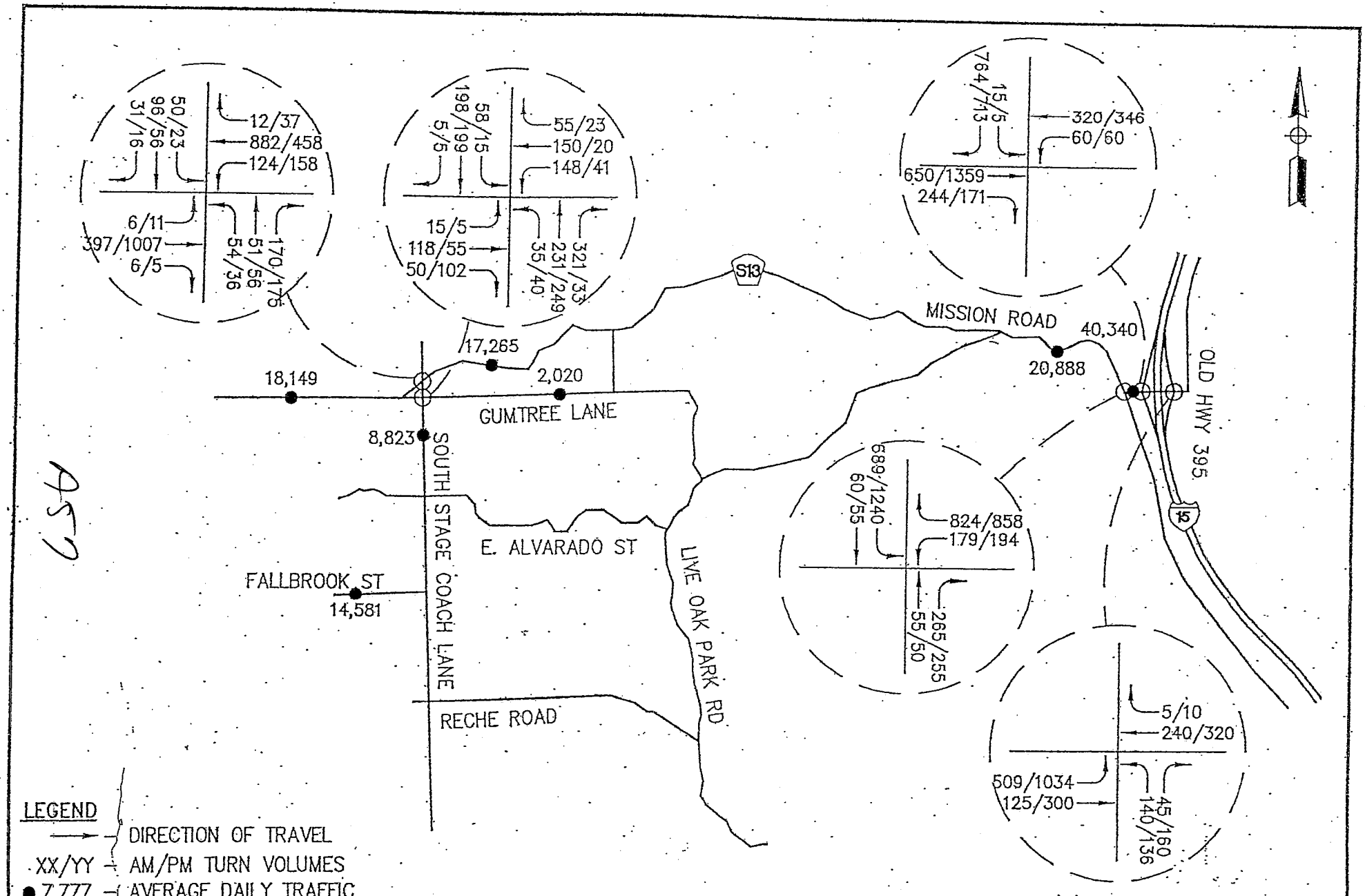

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FIGURE 7

NEAR TERM CUMULATIVE W/O PROJECT TRAFFIC VOLUMES

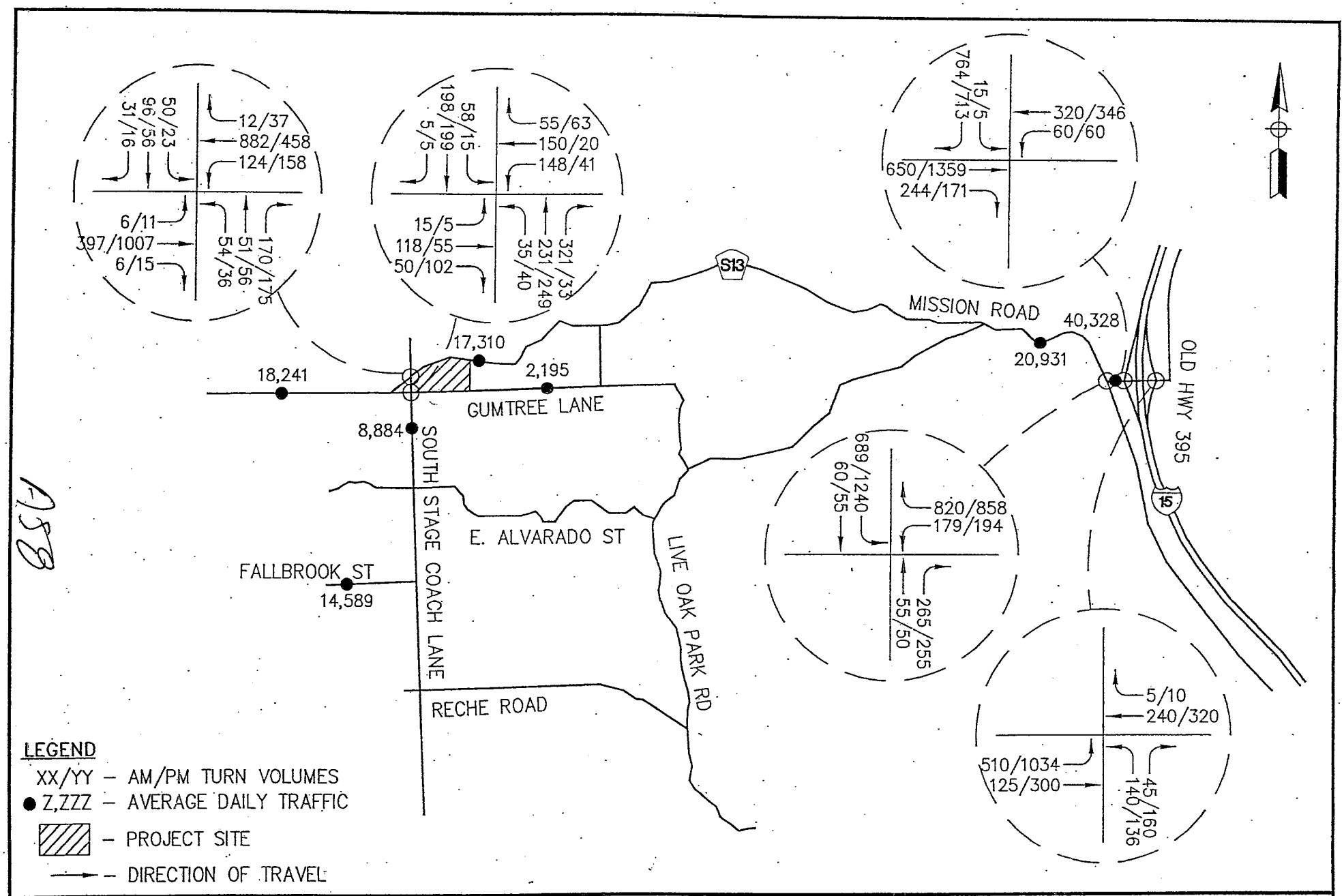

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FIGURE 8

NEAR TERM CUMULATIVE W/PROJECT TRAFFIC VOLUMES